

Richard H. Key

TWENTY-FIRST
Annual Report

OF THE
PRESIDENT AND DIRECTORS

TO THE
Stockholders

OF THE
PHILADELPHIA, WILMINGTON & BALTIMORE
Rail Road Company,

FOR THE YEAR ENDING NOVEMBER 30, 1858.

MADE JANUARY 10th, 1859.

PHILADELPHIA:
BRISON'S PRINTING ROOMS, 2 North Sixth Street.

1859.

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OFFICERS ELECTED FOR 1859.

PRESIDENT.

SAMUEL M. FELTON.

DIRECTORS.

MONCURE ROBINSON,
WM. LYTTLETON SAVAGE
JOSEPH C. GILPIN,
JOHN A. DUNCAN,
JESSE LANE,
WM. W. CORCORAN,
FREDERICK A. CURTIS,
JOHN C. GROOME,
J. I. COHEN, JR.
THOMAS KELSO,
COLUMBUS O'DONNELL,
ENOCH PRATT,
THOMAS DONALDSON,
EDWARD AUSTIN.

SECRETARY AND TREASURER.

ALFRED HORNER.

TWENTY-FIRST ANNUAL REPORT.

1858.

OFFICE OF THE PHILADELPHIA, WILMINGTON AND
BALTIMORE RAIL ROAD COMPANY,

Wilmington, Jan. 10th, 1859.

THE Directors respectfully submit to the Stockholders of the Philadelphia, Wilmington and Baltimore Rail Road Company, the following statement of its operations for the year ending November 30th, 1858.

REVENUE OF THE PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD,

From Passengers,	-	-	-	\$763,579	55
" Freight and Express,	-	-	-	251,542	51
" Rents,	-	-	-	16,389	15
" Mails and Miscellaneous,	-	-	-	44,451	24
Total Revenue P. W. & B. R. R.	-	-	-	\$1,075,962	45

REVENUE, New Castle and Frenchtown Line,

From Passengers,	-	-	-	10,308	02
" Freight and Express,	-	-	-	8,545	40
" Rents, Mail and Miscellaneous,	-	-	-	1,031	28
Total Revenue, N. C. & F. T. Line	-	-	-	19,884	70
Total Revenue of both Lines,	-	-	-	\$1,095,847	15

EXPENDITURES FOR THE YEAR,

Interest on Bonded Debt, Ground Rents, &c., less interest received.

\$160,000 00

All Expenditures of the Phila., Wilm. & Balt.

R. R., including maintenance of way, renewals and construction of all new work,	461,584 65	
Expenditures of the New Castle & Frenchtown Line, - - - -	13,295 49	
Taxes and Bonus to State of Delaware and New Castle County. - - - -	11,000 00	
Appropriated to renewals on Philadelphia, Wilmington and Baltimore Rail Road.	50,000 00	
Appropriated to renewals of New Castle and Frenchtown Line. - - - -	10,000 00	
Total Expenditures of all kinds including Taxes, Bonus to State of Delaware and New Castle Co., Interest Construction and Renewals. - - - -		\$705,880 14
Add Loss in operating the Delaware Road.		45,814 22

\$751,694 36

Which deducted from the Total of Revenue, leaves nett Revenue. - - - - - \$344,152 79

Out of this there has been declared and paid April 1st., 1858, a Dividend of two per cent. - 112,000 00

October 1st, 1858, a Div. of three per cent. 168,000 00

\$280,000 00

Balance of Revenue unappropriated and undivided for the year. - - - - - \$64,152 79

It will be seen that the operating Expenses on the Philadelphia, Wilmington and Baltimore Rail Road, together with Renewals and construction of all New Work ; in fact every expenditure of every kind, for this year, have been but 43 per cent. of the Revenue.

The value of wood, wood lots, and materials on hand for future use, and paid for November 30, 1858, was - - \$105,008 30

THE REVENUE AND EXPENDITURES for the Year ending Nov. 30th, 1857, were as follows :—

Philadelphia, Wilmington and Baltimore Rail Road.

From Passengers. - - - -	775,615 43	
“ Freight and Express. - - -	284,371 19	
“ Rents. - - - -	16,018 52	
“ Mails and Miscellaneous. - -	43,905 84	
Total, Revenue P., W. and B. R. R. -		\$1,119,910 98

REVENUE New Castle and Frenchtown Line.

From Passengers. - - - -	15,337 14	
“ Freight and Express. - - -	7,964 09	
“ Rents, Mails, Miscellaneous. -	640 48	
Total Revenue N. C. and F. R. R. -		\$23,941 71

Total Revenue of both Lines. - - - \$1,143,852 69

EXPENDITURES for the year of the Philadelphia, Wilmington and Baltimore Rail Road, including maintenance of way, renewals, Interest, &c., &c. - - 621,608 43

Expenditure of the N. C. & F. R. R., including Taxes and Bonus to the State of Delaware and New Castle County. - - 38,890 36
 Appropriated to renewals, P., W. & B. R. R. 50,000 00
 " " N. C. & F. R. R. 10,000 00

Total Expenses of all kinds, on both Lines, including Taxes and Bonus to the State of Delaware and New Castle County, Interests, Renewals. - - - - -	}	720,498 79
Loss on Delaware Rail Road. - - - - -		
		44,418 31

Total of the above, - - - - \$764,917 10
 Besides the foregoing there was Expended in 1857, and charged to Renewals. - 10,000 00
 Also, to Construction. - - - - 92,129 72

Total Expenditures including loss on the Delaware Road, and appropriations to Renewals for 1857. - - - - \$867,046 82

The total of Expenditures, interest, Renewals and loss the Delaware Rail Road has been \$115,352 46 less in 1858 than in 1857.

The loss in Revenue of 1858 as compared with 1857, has been \$48,005 54.

In 1858 every thing belonging to the year has been charged to expenses, including Renewals, and Construction, of all new work, and there has been appropriated to Renewals, \$60 000, none of which has been expended, so that the nett results of the business of 1858 are \$404,152 79, or a surplus more than has been expended and divided of \$124,152 79.

During the year the Delaware Rail Road has contributed to the revenue of the New Castle and Frenchtown, New Castle and Wilmington and the Philadelphia, Wilmington and Baltimore Rail Road. - - - - \$66,627 97

Deduct from this the loss in operating the Road and there remains to the Philad., Wilm. & Balt. Rail Road, as a compensation for doing the business from the Delaware Rail Road over the New Castle & Frenchtown, New Castle & Wilm. and the Philadelphia, Wilmington and Baltimore Rail Road. -	}	45,814 22
		\$20,813 75

Most of the above business from the Delaware Rail Road, has been accommodated in the regular trains of the Philadelphia Wilmington and Baltimore and New Castle & Wilmington Roads.

The results of the business from the Delaware Rail Road would have been much more favorable the past year, had it not been for an almost entire failure of both the Corn and Wheat Crops. These crops have now been

cut off for two years in succession and thus disappointed the hopes of the people and diminished largely the revenue of the Road. Should the crops of the next year be equal to the general average, the revenue of the Delaware Rail Road, will fall but little, if any, short of paying the running expenses and the interest on its cost. Whenever this takes place, the Delaware Rail Road will be a source of profit to this Road, from the business it will bring to it, instead of being a burden as now.

It was stated in the Report of last year, that Improvement Bonds amounting to \$144,000, would fall due April 1st, 1858. These were promptly paid at maturity by taking the Revenue in anticipation of Funds to be realized from a new Loan payable July 1st, 1884. This new loan was authorized by the Stockholders, in order to provide means to pay off the Loan due July 1st, 1860, amounting to - \$2,161,776 05 Also the Improvement Bonds before referred to due April

1st, 1858,	-	-	-	-	-	-	144,000 00
Also, second series of improvment bonds, due							
May 1st, 1863,	-	-	-	-	-	-	119,000 00
Making the Total of	-	-					\$2,421,776 05

This new loan not to exceed \$2,600,000 was offered in exchange to the holders of the loan, due July 1st, 1860, and others at 95 per cent. bearing interest at six per cent. per annum, payable semi-annually.

Up to November 30th, 1858, there was taken of this new loan, on the above terms, - - - - \$1,696,500 00

Add to this the amount of New Loan equivalent to the old, held by the State of Delaware, now awaiting the confirmation of the Legislature by recommendation of the Governor. \$85,000 00

Also amount disposed of since November 30th, 227,000 00

And the amount of new loan disposed of, to the date of this Report, will be - - - - \$2,008,500 00

With this amount of new Loan disposed of the Company could easily and without embarrassment provide for the balance required for the old at, or before maturity, from its surplus Revenue, and the proceeds of the sales of its real estate and other property not required for the use of the Road. But in order that there should be no possible contingency about it, we have arranged with parties of the highest responsibility in the country to take at 95 per cent. whatever balance there may be, if any remaining required to liquidate the old. It is hardly probable, however, as the second series of Improvement Bonds, does not fall due till May 1st, 1863, that we shall find it necessary to place any more than has now been disposed of.

This new loan being secured by a Mortgage on a property worth at least three times the amount of the Loan, and by a sinking fund beginning with forty thousand dollars, in 1860, and forty-two thousand in 1861, and so on, increasing every year by the sum of two thousand dollars, which Sinking Fund must be used in the purchase and cancellation of the loan, at the market price and in no other way, has been regarded, and is in reality, one of the most desirable securities in the country, and will always command a high price, augmenting every year, as the amount of the loan diminishes. The peculiar operation of the sinking Fund should place it at least ten per cent higher in the market, than the same loan without a sinking fund.

This Road, after many reverses and struggles, may now confidently be ranked among the Roads that are certain to pay dividends of six per cent. annually, with the necessary appropriation, to the Sinking Fund and a handsome surplus for contingencies. Its position is now a strong one, and its strength will annually improve, as its ability to make dividends and lay up a surplus is more fully demonstrated.— Its policy will be to make no larger dividends than it can be certain of maintaining, together with the appropriation to the sinking fund, and

st February, 1859,

The New Loan issued amounts to \$2,009,500 exclusive of the State of Delaware.

turing them. About one half of the Iron for relaying the Road was manufactured in England under a guarantee of superior quality and subject to a rigid inspection here. About 4,500 tons, manufactured by Bailey, Brothers & Co. in 1851 and 1852, turned out to be a superior Iron. A careful inspection of the condition of this Iron as it now remains in the Track, together with an account of the number of bars that have been taken out, shews an average deterioration of $8\frac{63}{100}$ per cent. per annum, or a duration equal to $11\frac{58}{100}$ years. The Montour (American Iron purchased in the early part of 1851.) about 1,000 tons has proved to be of a very superior quality,

cut off for two years in succession and thus disappointed the hopes of the people and diminished largely the revenue of the Road. Should the crops of the next year be equal to the general average, the revenue of the Delaware Rail Road, will fall but little, if any, short of paying the running expenses and the interest on its cost. Whenever this takes place, the Delaware Rail Road will be a source of profit to this Road, from the business it will bring to it, instead of being a burden as now.

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Also, second series of improvement bonds, due						
May 1st, 1863,	-	-	-	-	-	119,000 00
Making the Total of	-	-				<u>\$2,424,776 05</u>

This new loan not to exceed \$2,000,000

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This Road, after many reverses and struggles, may now confidently be ranked among the Roads that are certain to pay dividends of six per cent. annually, with the necessary appropriation, to the Sinking Fund and a handsome surplus for contingencies. Its position is now a strong one, and its strength will annually improve, as its ability to make dividends and lay up a surplus is more fully demonstrated.— Its policy will be to make no larger dividends than it can be certain of maintaining, together with the appropriation to the sinking fund, and also a surplus sufficient to provide for all reasonable emergencies. A property thus managed must every year gain in the confidence of the public.

NEW IRON AND NEW WORK.

Within less than eight years, the whole Track between Philadelphia and Baltimore, has been relaid with various kinds of T Iron, of both English and American manufacture. With a view of ascertaining its average, we have had every bar on the whole Road examined by an experienced Inspector. There is no question that the Rails manufactured in England, in the early days of Rail Roads, were the best that have ever been laid down; but as the demand on this side increased, and the price diminished by strong competition, the English Iron rapidly degenerated, till finally many lots were sent here that were not worth the expense of laying down. A good portion of the material used was from the cinder beds and refuse of the establishments manufacturing them. About one half of the Iron for relaying the Road was manufactured in England under a guarantee of superior quality and subject to a rigid inspection here. About 4,500 tons, manufactured by Bailey, Brothers & Co. in 1851 and 1852, turned out to be a superior Iron. A careful inspection of the condition of this Iron as it now remains in the Track, together with an account of the number of bars that have been taken out, shews an average deterioration of $8\frac{63}{100}$ per cent. per annum, or a duration equal to $11\frac{58}{100}$ years. The Montour (American Iron purchased in the early part of 1851,) about 1,000 tons has proved to be of a very superior quality,

and exhibits a durability of $12\frac{65}{100}$ years. That of the same manufacture purchased in 1852, about 1,500 tons was not so good, and exhibits a durability of $9\frac{8}{10}$ years. A lot purchased of Reeves, Abbott & Co., from Safe Harbor, in 1852, exhibits an average durability of $9\frac{8}{10}$ years. A portion of this last Iron, however, about $\frac{2}{4}$ of a mile of Traek has proved to be the best Iron on the Road, exhibiting a durability of $15\frac{4}{10}$ years. A lot of English Iron delivered in 1854, purchased of Losh, Wilson & Bell, of New Castle has proved to be the poorest Iron on the Road, exhibiting a durability of only $4\frac{1}{10}$ years. There are many things, however, to affect the wear of Iron, which are not apparent to a casual observer. Iron on a dry and well ballasted Road-Bed, with adequate drainage at all times and with good and abundant cross-ties and joint fastenings, always kept in adjustment, will show a durability at least twice as great as when laid on a Road bed of common earth or clay, with ordinary cross ties and joint fastenings and inadequate drainage. As there is no Road in this country equally well ballasted and drained in all its parts and none having every where the same character of cross-ties and joint fastenings, so the durability of Iron will vary on its different sections. The material of our Road-bed varies considerably, though it is generally very good and well drained. This variation in Road-bed may account for the various degrees of durability of the Iron to some extent. Nevertheless, in our case there is a sufficient margin to enable us to decide upon the preferable Iron with accuracy.

For two or three years past we have laid down wholly American Iron, either from the Montour works, or from the establishment of Reeves, Buck & Co., weighing fifty pounds per lineal yard, instead of Iron of sixty and sixty-five pounds per yard, as formerly. We save in the material, and consequently in first cost, twenty or thirty per cent. The quality and the manufacture of the light Iron is superior to the heavy Iron, and thus a more uniform Rail is secured. This Iron has not been laid sufficiently long to enable us to estimate, with entire accuracy, its durability. Light Iron of this kind requires a more careful preparation of the Road-bed, more perfect drainage, and adjustment of the joint fastenings, and about twenty-five per cent. more cross-ties. Laid in this way, it will probably be found as durable, or more so, than a Rail of sixty or sixty-five pounds per yard. A fair estimate of the average durability of the Iron, based upon the experience of this Road, is ten years, or in other words, we must lay ten miles of new Traek annually to keep the Road up in a state of entirely reliable efficiency. This will require about 800 tons of new Iron, that can now be obtained in exchange for old at a difference of twenty dollars per ton. The average durability of cross-ties is about seven years. The Traek requires, if laid with light Iron, about 35 000 cross-ties per year on our Road, and if laid with heavy Iron, about 30 500 per year. These are now bought at an average of $27\frac{1}{2}$ cents each. The cost of relaying one mile of Traek, is \$400. Cost of spikes and joint fastenings, cast-

ings and switches, six hundred dollars. The cost of these several items per year, would be at present prices, \$36,450. The cost of labor in adjusting ditching, inspecting Track, together with all other items not enumerated above, will be about two hundred and fifty dollars per mile, or about \$25,000 annually. An expenditure, therefor, in labor and materials of \$61,450 annually, should keep our Track in a state of high repair and efficiency. During the past year there have been relaid twelve miles and forty-two hundredths of a mile, besides many Rails have been cut off and new joint fastenings furnished in other parts of the Track. In relaying which, and in the repairs of Road, there have been used 45,225 cross-ties.

In the year 1852, the relaying of the entire Track between Wilmington and Baltimore was completed, so that the year 1853 was commenced with a T Rail, for the entire distance between Philadelphia and Baltimore. The distance between Wilmington and Philadelphia was laid down prior to 1852. For the last six years, or since the T Rail Track was completed, there has been expended on the Track an average of \$64,210 00 annually, or a sum as will be seen from the foregoing amply sufficient to provide for repairs, depreciations and renewals.

The other new work finished during the year has been the abutment of Port Deposit stone at Grays Ferry Bridge, shortening the South Span to 90 feet; a new Track Scale at Philadelphia, for weighing heavy articles such as loaded Cars, Locomotives, &c.; new Pit in the Engine House at Philadelphia: a new Cattle Yard at the Bell Road, occupying four acres with a Side Line, 1300 feet long, and ample Pens for the accommodation of a large trade; an Iron Bridge over the deep cut near Grays Ferry; thirteen new Cattle, Guards and small culverts on different parts of the Road; a large culvert of two spans of 11 feet each; the front of the Freight House at Chester, has been taken down and rebuilt with a new foundation; a small Station House at Holly Oak, with the necessary platforms; an additional building for the accommodation of the Grain business, at Elkton. At Naaman's Creek the abutments for two Bridges have been built and are now ready for the superstructure. A new Draw has been put in at Brandywine Bridge, and the whole structure thoroughly repaired. At Perryville, the old Bridge over the Rail Road has been taken down and replaced by one of shorter span. Extensive repairs have been made to the Docks on both sides of the River. At Havre-de-Grace, the old Truss Bridges over the Rail Road have been rebuilt. Bush and Gunpowder Bridges have been carefully examined and renewed wherever found at all defective. The Decks and other wood work on the Iron Ferry Boat have been thoroughly overhauled and renewed wherever found defective. The Engine House and Machine Shop at Baltimore spoken of in the last Report, have been finished.

CARS AND ENGINES, &c.

Since our last Report there have been added to the stock of Cars, two 8 wheel Baggage Cars; two 8 wheel Market Cars; four 8 wheel Freight Cars, and two 4 wheel Road Cars, and there have been broken up during the

same time as unfit for use four old Passenger Cars and seven Freight Cars. Those on hand at the date of the last Report, have been kept in a good state of repair, excepting the few old ones that have been broken up. Two old Engines have been sold, and one new one, the Henry Clay, a coal burner, bought. Besides a new coal burning boiler has been put into the Freight Engine Samson. The Engines are in good order and ample for the work of the Road for the present. They have performed their service the last year in a manner that challenges comparison. The freedom from accidents to persons and property, does great credit to all the departments of service on the Road. The whole amount of damage by accidents to the Cars, Engines and structures of the Road for the year, has been only \$661.61, and no Passenger, while in the Cars of the Company, is known to have received any personal injury. The losses and damages paid on a Freight business, amounting to \$251,542.53, have been only \$561.00. There has been no loss or damage by fire to any structure or any property belonging to the Company, or where the Company was a responsible agent. Not a single wheel or axle on any Car or Engine belonging to the Company has been broken while in service on our Road, for the entire year. There have been two or three Rails broken by the passage of Trains, but they have all been discovered prior to the passage of any other Train and resulted in no damage whatever. Out of 1,982 connecting Mail Trains, but 13 have failed to connect with the adjoining Roads, during the year. There was one entire month when not a single Train on the Road failed to make its regular running time.

COAL BURNING.

The experiment in coal burning still continues to be entirely successful. The Dimpfel Engine Daniel Webster has run during the year, 32,786 miles.

Cost of Coal consumed, - - - - -	\$1,973.15
“ Wood for kindling, - - - - -	167.70

Total cost for Fuel, - - - - -	2,140.85
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Cost per mile run, $6\frac{52}{100}$ cents.

Cost of Repairs per mile run including new setting of tyres in November, $5\frac{4}{10}$ cents.

The Train run was the great Express Train between Philadelphia and the Susquehanna River, down, and the night Line up. Average speed down while in motion, including slow running in the cities, twenty-eight and a half miles per hour. Speed up, while in motion, twenty-three miles per hour. Average number of Cars down, nine and a half, average number of Cars up 10.

The Dimpfel Engine Henry Clay came on the Road May 21, 1858, and a part of the time has run the Express Train up and the night Line down, a part of the time the Mail Train both ways, and while the Webster was off for repairs, the Express Train down and the night Line up.

Total number of miles run, to November 30, 1858, 18,469 miles.

Cost of Coal consumed, - - - - -	\$1,037 50
“ Wood for kindling, - - - - -	103 35

Total cost of fuel, - - - - -	1,140 85
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Cost per mile run, $6\frac{17}{100}$ cents.

Cost per mile run for Repairs $2\frac{19}{100}$ cents.

The Dimpfel Engine Christiana has run the Accommodation Train between Wilmington and Philadelphia, and the Stone Train between Gray's Ferry and Broad and Prime Streets. This is an old Engine, the boiler of which was rebuilt about three and a half years since, as a coal burner.—The cylinders of this Engine are in bad proportion.

Total number of miles run, - - - - -	15,875 miles.
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Cost of Coal consumed, - - - - -	\$1,079 40
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“ Wood for kindling, - - - - -	138 45
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Total cost of Fuel, - - - - -	\$1,217 85
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Cost per mile run, $7\frac{66}{100}$.

Cost per mile run for Repairs $3\frac{6}{10}$ cents.

During the past year experiments were made with the Fire-brick arch applied to our wood burning Engines, for the purpose of burning coal. The fire boxes proved to be too contracted, and the water spaces too small for success, and after repeated trials the thing was abandoned. Subsequently, the plan devised by Mr. Bullock, master mechanic on the Old Colony Road, was tried, and thus far has proved a more successful experiment. The Engine altered was the Morris, a first class wood-burning Engine. It has run with the following results :

Number of miles run, from August 1st, to Nov. 30th, 5,122 miles.

Cost of Coal consumed, - - - - -	\$506 71
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“ Wood for kindling, - - - - -	56 55
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Total cost of Fuel, - - - - -	563 26
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Cost per mile run, $10\frac{29}{100}$ cents.

The work done by the Morris has been 3964 miles on Freight and 1158 miles on Passengers, for this reason it cannot well be compared with that done by the Webster, Clay, or Christiana. There has been a considerable saving however as compared with wood. The Engine Samson has not yet come out of the shop, and no statistics of her performance can be given.

NEW RAILROAD CONNECTIONS.

During the last year the connection to Memphis, by way of Lynchburg, Virginia, has been finished, and an extensive Through Ticket system has been devised by the different Roads to go into operation as soon as the necessary arrangements can be made. This system commences at New York and Philadelphia and extends to New Orleans, and all intermediate points of magnitude. At New Orleans it will connect with California by

the Tehuantepec Line, lately opened, and will ultimately command a large travel from that direction. It extends also South to Charleston South Carolina, Augusta and Atlanta Georgia, and Montgomery Alabama. From Charleston it will extend to Havana by Steamer. Within the coming year a Rail Road from Fernandina, on the Atlantic coast of Florida, to Cedar Keys, on the Gulf of Mexico, will be finished, which, by being connected with Charleston by Steamer, will form a very desirable route to Havana, to Aspinwall and all the Isthmus crossings, and to Mobile and New Orleans. There is also a Rail Road in a state of forwardness from Montgomery Alabama, to Pensacola, which will command a large Northern and Southern travel and trade, and which will connect with our Road by way of both Lynchburg Virginia, and Wilmington North Carolina. A portion of the great tide of travel which has hitherto gone Seaward, will by these Roads be turned upon the land. As these connections are perfected and made certain and reliable, and as the country is developed and improved, a large and constant increase of business may be safely calculated on.

PORT DEPOSITE BRANCH RAIL ROAD.

Nothing has been done on this Branch during the past year. This work will not be resumed till a satisfactory arrangement can be made for the land damages.

TRACK.

The Track of the Road has been kept up thoroughly and improved the past year. A good deal of work has been done in the way of ditching and ballasting, and more than the average of new Track required, has been laid, and more than the average decay of cross-ties has been supplied by new ones, as will be seen by the preceding memoranda.

SUSQUEHANNA FERRY.

This Ferry has continued to meet, promptly, all the demands that have been made upon it, and is fully competent for a much larger business. The boat has not missed a single trip for the year.

BUILDINGS AND FIXTURES.

The new ones, in the schedule of new work, have been added during the year, and extensive repairs and renewals made to those before on the road, so that these structures are, upon the whole, in better order than at the time of making the last report.

REAL ESTATE.

This item of property remains the same as last year, except that a lot adjacent to the depots in Chester has been sold. The money will be paid for this (\$2000) as soon as the deed is executed by the Company, and the proceeds will be applied to the Sinking Fund.

NEW TICKET SYSTEM.

The new ticket system spoken of in our last report, has been in operation about one year, and has answered all that was expected of it. It has increased the revenue, by diminishing the chances of a traveller passing twice over the road on the same ticket. The rule of charging less for tickets than for fares paid in the cars, has been enforced, and thus a larger proportion of travellers now purchase tickets before entering the cars than ever before.

FREE PASSES, AND SOME OTHER VEXATIOUS SUBJECTS.

This source of annoyance still continues to a greater extent than is desirable. No one not familiar with the every-day life of a Railroad Executive, can imagine the extent, or the intensity, of importunities for free passes. Officials, availing themselves of their position, demand and if they do not receive them, vex and annoy the Company, by invading its rights or attempting to impose restrictions upon its business.

Railroads perform a service to the community, valuable beyond all price, and yet, the watchful care which has transported millions in safety, by night and by day, is forgotten when one out of these millions is injured by his own carelessness. Many of the Courts of Justice countenance the most unreasonable demands upon Railroads, and allow juries to render the most unjust verdicts. A better day, however, seems now to be dawning. Some of the Courts have had the independence to give the proper instructions to juries, and the justice to set aside unreasonable verdicts. A few more such examples will do much toward preventing accidents, by teaching the community that they too are bound to exercise a reasonable care, and that they cannot recover damages from Rail Roads where accidents are the result of their own carelessness. An old suit brought by the Bank of the United States many years since for a very large amount, was compromised and settled in January last, by the payment of \$5,000 in cash and notes for \$15,000 more in equal payments of one, two, and three years without interest. A cloud that has been long hanging over us, has been thus happily dissipated. This is, we believe, the last of the unprofitable legacies bequeathed us.

THE CONTRACT SYSTEM.

This system is still in extensive operation and continues to work with great satisfaction. It is believed that a good deal of the regularity of our trains, and freedom from accident, is due to the individual responsibility that is brought to bear upon all the departments of service. The fact is undisputed, that individual responsibility contributes more to success than any other element in the business of corporations. He who feels that his own acts are to result directly in his own profit or loss, will weigh consequences before he acts, more carefully than he who feels that others are to bear the burden of his mistakes. All the officers and operatives of a Railroad should, in some

way, be made pecuniarily interested in its success, so that they will feel themselves co-partners in the concern. The want of success that Railroads, commanding a fair business have met with, is due more to the irresponsible manner in which the business has been done, than to any intrinsic defect in Rail Roads themselves. A business involving such large expenditures, even when all its parts work harmoniously, and when an enlightened economy and honesty direct every detail, must soon result in ruin, when confusion, waste, and speculation are its controlling elements. Railroads are too frequently so organized that the purchases are made, and expenditures directed, by those who have no direct pecuniary responsibility in the results. In the use also of fuel, oil, and materials there cannot be the greatest economy unless the parties using them can be made to regard them in some other light than as the property of a corporation, whose resources are on such a gigantic scale, that a little waste or a little speculation can make no difference. These parties must be brought into close and intimate relation with the corporation they serve, so as to expend every article they use, as economically as though it were their own property. The highest results of economy can be obtained in no other way. We believe the contract system, in the hands of good men, who are responsible for all their acts, can do more than anything else in restoring Railroads to positions of strength and profit to their owners.

POLICY OF MANAGEMENT AND OTHER GENERAL CONSIDERATIONS.

We believe that all who take an enlarged view of Railroads will see that the real interests of those using them, and of the stockholders, are the same. There is not, necessarily, any antagonism between the public and railroads. Such as arises, comes from a narrow minded jealousy on the part of the public, or a misguided policy on the part of the Railroad men. Just as the wealth and prosperity of a country, tributary to a Rail road, increases, to that extent will the revenue of a road be augmented. When therefore a Railroad can, without loss to itself, in the beginning, encourage and develop new sources of profitable business, it should, unquestionably, hold out such encouragement and thus secure an active, enterprising, and industrious population to its line, whose productions will load their freight cars and whose business will oblige them to travel. A fair per centage of profit, sure and certain, on a very large business, is much better, both for the Railroad and the community, than a large per centage of profit on a very small business, because, if the Rail Road demands for its share on the transportation all that it can get, there will be so small a margin for the producer that he will not incur the risk of increasing his business. Lines of Rail Road that by a just and liberal policy become the great centres of population and business, will

work out for themselves and the public the highest results of which they are capable.

Though we would not advocate any policy which encourages business by doing it at cost, or less than cost, we would not hesitate to establish, by cost rates of freight to begin with, any new branches of industry on our line, which would add to the population and wealth of the country, and thus to our future profits. Such a line of policy will often be the turning point in deciding the location of large business communities. That Rail Road which attracts to itself, such communities, will, in the end, be a far more successful enterprise, than the one which refuses all business that does not come up to an arbitrary and fixed standard of tariff. Such a tariff can be advisable only when the country has attained its maximum of business, and when population and productions have become stationary.

We have the ability to do a much larger business than we are now doing, and we think we should be false to the trusts reposed in us were we to neglect any opportunity to attract it by pursuing a policy such as we have indicated.

Respectfully submitted,

By order of the Board of Directors,

S. M. FELTON,

President.

DR.

The Philadelphia, Wilmington, and Baltimore

ROAD, including Susquehanna Bridge,.....	7,069,073 16	
Port Deposit Branch Rail Road,.....	109,514 70	
Terminus on the Delaware at Washington Street,.....	56,944 31	
NOTE.—In the statement for 1857, there was included in the above item, the cost of relaying the track of Southwark Rail Road, which is now taken from it. See charge to that Company.		7,235,532 17
COST OF STOCK owned by the Company,.....		762,225 00
NOTE.—This item has been reduced from the amount per statement for 1857, \$99,100, which was received by the Philadelphia, Wilmington & Baltimore Rail Road Company, in various sums during the past three years for sales of Steamboats and other property which belonged to the New Castle & Frenchtown T. & R. R. Co.		
REAL ESTATE at Philadelphia, Chester, Wilmington, Elkton, Havre-de-Grace, &c. including a portion for the Susquehanna Bridge, and Port Deposit Branch Rail Road,.....		257,023 79
NOTE.—Of this item \$210,000 is the estimated value of Real Estate that may be sold not required for the purposes of the Road.		
Cost of Road and all appurtenances,.....		8,254,780 96
ASSETS as follow:		
Stocks and other securities at cost,.....	119,552 25	
NOTE.—This item has been increased principally by the cost of Stock of the Southwark Rail Road Company, which heretofore was on the books of the New Castle & Frenchtown T. & R. R. Co.		
Due by Agents,.....	17,550 74	
“ from sundry accounts,.....	430 69	
“ “ Post Office Department,.....	6,260 09	
Bills Receivable,.....	55,457 03	
Bonds Receivable,.....	3,520 72	
Instalments on New Stock unpaid,.....	2,100 00	
Cash,.....	159,078 12	
Wood and Materials on hand, including Wood Lands,....	88,185 05	
NOTE.—To this sum \$88,185 05 may be added \$16,823 25 for the value of old rails, &c., to be sold, making \$105,008 30 as the total value of Materials, &c. on hand for sale or future use.		
Advances to other Lines connected with P. W. & B. R.R.	16,812 85	
Due from Southwark R. R. Co. for relaying tracks, &c.	22,165 84	
“ “ Delaware R. R. Co.,.....	37,102 56	
		528,215 94
		8,782,996 90

I, the undersigned Auditor, having compared the Treasurer's vouchers with the Cash Journal, examined the addition of the Cash Journal and Journal, compared the postings of those two books to the Ledger, examined the additions of the Ledger accounts, examined the Agents' Accounts Current, compared the cancelled Certificates of the Capital Stock and Loan with the receipts for the new Certificates issued in lieu thereof, examined the issue of Improvement Bonds, Second Series, and examined the accompanying Balance Sheet with the Ledger accounts, respectively, dated December 1, 1858, do, hereby, certify to the best of my knowledge and belief to their entire correctness.

Philadelphia, January 29th, 1859.

JOHN RUMSEY, Auditor.

Rail Road Company, November 30th, 1858.

CR.

CAPITAL STOCK,..... 125,000 shares, \$6,250,000 00		
Less held by the Company, 13,000	650,000 00	
Outstanding, 112,000	5,600,000 00	
MORTGAGE LOAN, due 1st July, 1860,.....\$ 688,928 83		
“ “ “ “ 1884,..... 1,696,500 00		
	2,385,428 83	
IMPROVEMENT BONDS, due 1st May, 1863,.....	119,000 00	
MORTGAGES on Real Estate,.....	40,950 00	
GROUND RENTS,.....	10,000 00	
Amount subject to Dividends and Interest,.....		8,155,378 83
CURRENT LIABILITIES, viz:		
Due—Interest on Loan, due 1st July, 1860, unclaimed,	1,495 80	
“ Dividends unclaimed,.....	6,365 25	
“ Coupons, Improvement Bonds,.....	270 00	
“ for Real Estate waiting order of Court,.....	14,125 00	
“ Sundry accounts,.....	3,064 29	
“ to other Roads and Lines,.....\$50,802 87		
Less due from other Roads and Lines, 18,556 13		
	32,246 74	
“ Contractors,	9,319 66	
“ BILLS PAYABLE,—consisting of notes in settlement for the United States Bank case, and notes drawing interest, given some years since to other parties,.....	21,320 00	
“ INTEREST—balance of account for interest accrued on all debts to November 30th, 1858, payable 1st January, 1859,.....	70,370 42	
“ DELAWARE RAIL ROAD LEASE—for interest accrued from 1st July, to November 30, 1858, payable 1st January, 1859,	30,030 47	
“ TREASURER of the New Castle and Frenchtown T. & R. R. Co.	354 13	
		188,961 76
RENEWAL FUND, viz:		
Balance to credit of this fund, November 30, 1857,...	135,817 28	
Add appropriation for the year ending Nov. 30, 1858.	60,000 00	
	195,817 28	
Less carried to credit of Road diminishing that account,	135,817 28	
Leaving to credit of Renewal Fund,.....		60,000 00
REVENUE ACCOUNT, viz:		
Balance to credit, November 30, 1857,.....	515,280 43	
Receipts from 1st Dec., 1857, to Nov. 30, 1858,.....\$1,095,847 15		
Less—Expenses, Interest, &c.....\$645,880 14		
“ Appropriated to Renewal Fund,.... 60,000 00		
“ Loss on the Delaware Rail Road, 45,814 22	751,694 36	
	\$344,152 79	
Less—Div. 1st April, 1858, .112,000 00		
“ 1st Oct, “ 168,000 00	280,000 00	
Surplus for the year's business ending Nov. 30, 1858,.....	64,152 79	
Making a total surplus of,.....	579,433 22	
From which deduct this sum, to wit:—for United States Bank case, and John Flynn's case settled and adjusted within the past year, but belonging to previous years. Also, for sundry old accounts long standing on the Company's books, said accounts are considered worthless. Also, Discount on the new Mortgage Loan, to November 30, 1858, making an aggregate of.....	200,776 91	
Leaving balance to credit of Revenue, Nov. 30, 1858,		378,656 31
		8,782,996 90

Office, *The Philadelphia, Wilmington and Baltimore Rail Road Company, December 1st, 1858.*

ALFRED HORNER, *Treasurer.*

DR. *The New Castle and Frenchtown, Turnpike and Rail Road Company, November 30th, 1858.* CR.

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SAMUEL M. COUPER,
TREASURER.

December 1, 1858.

B.

REVENUE, 1857 AND 1858 COMPARED.

<i>Philadelphia, Wilmington & Baltimore R. R. Co.</i>				
SOURCE OF REVENUE.	1857.	1858.	INCREASE.	DECREASE.
Passengers, - - -	\$775,615 43	\$763,579 55		\$12,035 88
Freights, - - -	253,356 91	223,771 95		29,584 96
Express, - - -	31,014 28	27,770 56		3,243 72
Rents, - - -	16,018 52	16,389 15	370 63	
Mail, - - -	38,013 76	39,377 36	1,363 60	
Miscellaneous, - -	5,892 08	5,073 88		818 20
	\$1,119,910 98	\$1,075,962 45	\$1,734 23	\$45,682 76

<i>New Castle and Frenchtown T. and R. R. Co.</i>				
SOURCE OF REVENUE.	1857.	1858.	INCREASE.	DECREASE.
Passengers, - - -	\$15,337 14	\$10,308 02		5,029 12
Freight and Express,	7,964 09	8,545 40	581 31	
Mails & Miscellaneous,	640 48	1,031 28	390 80	
	\$23,941 71	\$19,884 70	\$972 11	\$5,029 12

C.

*Statement of Expenditures of the Philadelphia, Wilmington and
Baltimore Rail Road Company, during the year ending
November 30, 1858.*

OPERATING EXPENSES.

Repairs of Road,	\$46,849 16	
" Bridges,.....	13,411 15	
" Fences,.....	441 33	
" Locomotives,	24,688 37	
" Passenger Cars,.....	12,675 66	
" Merchandise Cars,.....	4,069 40	
" Stations, Buildings, &c.....	10,541 54	
Expenses of Passenger Department.....	56,928 44	
" Freight "	55,598 99	
Switchmen, Watchmen, &c.....	12,861 55	
Gratuities, &c. to employees injured and sundry allowances to parties receiving injuries while crossing the Road. }	1,895 33	
Taxes and Insurance,.....	12,778 80	
Law Expenses,.....	5,905 21	
Office, Salaries, &c.....	20,974 88	
Ferries,.....	22,170 52	
Rents,.....	6,014 18	
Wood and Coal for Locomotives,.....	57,395 77	
Coal for other purposes,.....	1,411 84	
Oil, Tallow, &c.,.....	7,038 12	
Waste and Packing,.....	1,573 55	
Magnetic Telegraph,.....	3,496 27	
Removing Ice and Snow,.....	103 07	
Miscellaneous,.....	15,595 12	
		394,418 25

EXPENDITURES FOR NEW WORK.

New Track,.....	38,338 77	
" Bridges,.....	409 43	
" Fences,.....	188 95	
" Locomotives,	1,606 07	
" Baggage Cars,.....	2,235 42	
" Merchandise Cars,.....	2,566 64	
" Stations, Buildings, &c.,.....	2,974 18	
" Engine House at Baltimore,.....	13,985 33	
		62,304 79
Susquehanna Bridge,.....	546 50	
Port Deposit Branch Railroad,.....	197 07	
Principio Improvement,.....	4,118 04	
		4,861 61
		461,584 65

D.

Statement of the number of *Passengers* carried in each direction between each of the several *Stations*, and the total number to and from each *Station* on the line of the *Philadelphia, Wilmington and Baltimore Rail Road*, during the Year ending, *November, 30th, 1858*.

STATIONS.	TO Philadelphia.	Lazaretto.	Chester.	Thurlow.	Marcus Hook.	Claymont.	Bellevue.	Wilmington.	Newport.	Staunton.	Newark.	Elkton.	North East.	Charlestown.	Principio.	Perryville.	Havre-de-Grace	Aberdeen.	Perrymansville.	Edgewood.	Magnolia.	Harewood.	Chase's.	Stemmer's Run.	Baltimore.	TOTAL.
FROM Philadelphia,...		2,754	27,226	3,467	6,783	4,064	824	53,553	322	822	5,932	3,410	2,953	54	41	291	1,903	98	193	13	369	47	10	41	32,609	147,779
Lazaretto,.....	2,021		99					56			2		1						3						11	2,193
Chester,.....	26,456	227		98	971	318	30	4,280	29	97	254	109	38	4		12	91	10	12	2	5		1	8	420	33,472
Thurlow,.....	3,739	3	15			26		147	3				2				1		1						1	3,938
Marcus Hook,...	6,471	20	1,125	10		25	3	596		7	28	20	8				4		4		1				11	8,333
Claymont,.....	4,506	3	293	21	47		11	1,230	7	12	7	3	1				1								2	6,144
Bellevue,.....	612	1	16	1	13	2		59																		704
Wilmington,....	54,234	72	5,579	86	673	658	196		913	1,176	4,216	2,132	492	38	7	165	494	12	28	2	72	9		28	2,556	73,838
Newport,.....	274	8	7		1	1		620			40	34					4								18	1,007
Staunton,.....	790		94			9		974	11		66	46				10	17								54	2,071
Newark,.....	4,816	3	258		16			4,395	22	64		325	56	1	213	25	148	1	4		25				516	10,888
Elkton,.....	2,842		105		13			2,405	33	40	59		113	178	26		1,679	2	19		46	1		1	1,723	9,285
North East,.....	1,409	1	32		3	1		497	4	3	62	1,118		27	4		279	1	7		13			1	558	4,020
Charlestown,....	78		2					35			1	36			7		61	1			2				31	254
Principio,.....	56		2					3	2		1	10	3	3			37		2		1		2		21	143
Perryville,.....	565		9					205	2	11	45	578	98	43	7			4	5		14				1,330	2,916
Havre-de-Grace	2,193	4	64	1	9	3	2	468		14	105	1,141	242	92	67			126	280	20	116	5	7	340	7,589	12,888
Aberdeen,	133		20			1		1				1	7				238		16		13				1,694	2,124
Perrymansville,	200		2		1			28			16	17	1				279	20		10	61		36		2,660	3,331
Edgewood,	11																4	2	16						252	285
Magnolia,.....	529		19					104			1	54	2	1			87	40	70					2	11,652	12,561
Harewood,.....	16							2									3		2		1				144	168
Chase's,	7							2									1	5	6					6	621	648
Stemmer's Run,	72		5					29									59	2	17		29	8	12		1,336	1,569
Baltimore,.....	27,944		313			1	1	3,127	15	25	511	1,818	822	77		25	7,097	1,992	6,670	938	13,756	427	704	1,450		67,713
Total,	132,974	3,096	35,285	3,684	8,530	5,109	1,067	72,816	1,363	2,271	11,346	10,854	4,837	518	372	528	12,487	2,316	7,355	985	14,524	497	772	1,877	65,809	408,272

STATIONS.

PASSENGERS CARRIED.

PASSENGERS CARRIED ONE MILE.

SUMMARY.

F.

Statement of the Number of Passengers carried in each direction between each of the several Stations, and the Total Number to and from each Station on the Line of the Philadelphia, Wilmington, & Baltimore, New Castle and Wilmington, New Castle and Frenchtown, and Delaware Rail Roads, during the Year ending November 30, 1858.

FROM	STATIONS.	TO																																			
		Philadelphia.	Lazaretto.	Chester.	Thurlow.	Marcus Hook.	Claymont.	Bellevue.	Wilmington.	Moody's.	Hare's Corner.	New Castle.	Bear.	Delaware Junction.	St. George's.	Buck.	Mount Pleasant.	Middletown.	Townsend.	Blackbird.	Smyrna.	Leipsic.	Dover.	Camden.	Canterbury.	Pelton.	Milford Junction.	Farmington.	St. Johnstown.	Bridgeville.	Cannon's.	Searford.	Baltimore.	TOTAL.			
	Philadelphia.....																																				
	Lazaretto.....																																				
	Chester.....																																				
	Thurlow.....																																				
	Claymont.....																																				
	Bellevue.....																																				
	Wilmington.....																																				
	Moody's.....	15																																			
	Hare's Corner.....	64																																			
	New Castle.....	3,488	10	225	5	35	14	4	4,864	3																											
	Bear.....	165		6					105		65																										
	Delaware Junction.....	62		79	2				64		38																										
	St. George's.....	564							582		110	27	2																								
	Buck.....								22		6																										
	Mount Pleasant.....	268		50					221		74	4	6																								
	Middletown.....	3,143	3						1,679	1	8																										
	Townsend.....	294							473		225	17																									
	Blackbird.....	102							922		147	5	7																								
	Smyrna.....	2,199							86		229	38	12																								
	Leipsic.....	96							87		9	4																									
	Dover.....	1,374	2						836		182	8	6																								
	Camden.....	2,205							242		178	2																									
	Canterbury.....	101							34																												
	Felton.....	712							279		35	23	3																								
	Milford Junction.....	1,300							171		77	23																									
	Prettman's.....	2																																			
	Farmington.....	82							50		11																										
	St. Johnstown.....	53							19			1	2																								
	Bridgeville.....	693							197																												
	Cannon's.....	7																																			
	Searford.....	848							193		16	7	3																								
	Baltimore.....																																				
	Total.....	17,857	15	502	5	79	14	4	11,125	53	129	12,267	678	263	1,848	8	838	7,038	1,551	450	6,942	449	6,316	7,220	572	2,683	3,480	754	433	2,027	47	2,254	608	89,192			

G.

Statement of the number of Passengers carried Northwardly and Southwardly from Stations on the Philadelphia, Wilmington, and Baltimore, New Castle and Wilmington, New Castle and Frenchtown, and Delaware Rail Roads, during the year ending November 30th, 1898, with a reduction of the same to Passengers carried one mile.

STATIONS.	LOCAL TRAVEL.			PASSENGERS CARRIED ONE MILE.		
	PASSENGERS CARRIED.		Total.	PASSENGERS CARRIED ONE MILE.		Total.
	Northwardly.	Southwardly.		Northwardly.	Southwardly.	
Philadelphia.....	14,844	2	14,846	978,375	48	978,375
Lazaretto.....	511	511	1,022	18,257	807	18,257
Chester.....	19	19	38	3,339	3,339	6,678
Tharlow.....	66	66	132	376,796	381	376,796
Marcus Hook.....	14,288	41	14,288	381	401	782
Wilmington.....	25	13	38	1,754	2,155	3,909
Moody's.....	74	13	87	68,967	11,913	80,880
Hare's Corner.....	8,648	2,505	10,953	8,705	2,914	11,619
New Castle.....	341	412	753	2,963	17,390	20,353
Delaware Junction.....	168	92	260	40,349	178	40,527
St. George's.....	1,366	714	2,080	19,480	7,512	26,992
Buck.....	28	12	40	518	19,480	20,000
Mount Pleasant.....	590	922	1,512	230,370	46,437	276,807
Middletown.....	5,936	1,911	7,847	36,994	19,282	56,276
Townsend.....	1,148	618	1,766	12,423	2,302	14,725
Blackbird.....	364	87	451	12,049	2,229	14,278
Smyma.....	4,585	2,480	7,065	203,174	42,551	245,725
Leipsic.....	261	179	440	176,545	85,658	262,203
Dover.....	9,753	2,454	12,207	97,947	17,815	115,762
Camden.....	4,837	1,092	5,929	101,875	12,745	114,620
Canterbury.....	254	44	298	181,261	2,350	183,611
Holton.....	2,624	833	3,457	21,427	814	22,241
Miford Junction.....	3,642	400	4,042	13,419	1,230	14,649
Proctor's.....	34	19	53	2,800	212,854	215,654
Farmington.....	726	89	815	72,268		72,268
St. Johnstown.....	364	169	533			
Bridgeville.....	1,918	336	2,254			
Camden's.....	130		130			
Seaford.....	2,554		2,554			
Baltimore.....	470		470			
Total.....	44,840	43,752	88,592	1,733,480	1,684,701	3,418,181

Statement of the number of Tons of Local Freight carried in each direction between each of the several Stations, and the total number of Tons to and from each Station, on the Line of the Philadelphia, Wilmington and Baltimore Rail Road, during the Year ending November 30th, 1859.

STATIONS.	Philadelphia.	Gray's Ferry.	Chesler.	Thunlow.	Marys Hook.	Claymont.	Wilmington.	Newport.	Stanton.	Newark.	Elkton.	North-East.	Perryville.	Harricks Grace.	Abersden.	Perrymanville.	Edgewood.	Magnolia.	Stearns's Run.	Baltimore.	Marys Hook.	Total.
Tons and Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons & Dec.	Tons and Dec.	Tons and Dec.
Philadelphia.		627 912	691 368	311 874	285 517	3,480 621	280 518	1,080 574	4,310 811	3,077 039	1,737 060	117 432	163 674	31 144	37 425	.760	55 945	26 060	4,623 916			27,143 605
Gray's Ferry.	7,452 840				1,550	553	59 317	1,600	6 830	2,035	2,590	3 415	.700	7,540	2,525		2,750	.600	2 922	117 925		7,452 840
Chesler.	417 36.						1,023				.051							.600				417 36.
Thunlow.	107 682																					107 682
Marys Hook.	641 173		2 900				.450			1,160	.450	.057							5 000	6 821		641 173
Claymont.	569 975		12 250		25 000		77 980	4 000	10 773		.150				19 909							569 975
Wilmington.	1,933 872		334 331	532 216	72 125	82 512		51 070	72 135	601 269	840 732	671 725	417 420	81 165	103 842	51 764	3 250	97 991	56 315	1,261 300		1,933 872
Newport.	298 023		.882				5 613				1,780	8,081								268 670		298 023
Stanton.	224 923		12 159			33 803	65 210	16 439		.850			4,800	.650	10 850	.400						224 923
Newark.	2,349 919		55 767			.015	345 367	.425	.100		8,000	3,160	1,102 180	5 615	2 480	4 145	3,180	18 647		113 393		2,349 919
Elkton.	2,558 450		2 473	10 570	5,370		444 861	21 555	45 250	66 848		12 393	6 635	5 280	16 587	.500		2 615		330 311		2,558 450
North-East.	1,703 550		2 650	19 413	2,718	2 050	378 020	21 113	81 300	131 636	33 486		2,074	35 922	3 245			2,637		1,072 732		1,703 550
Perryville.	2,589 736		14 350		7,000	.700	784 413		48 423	502 710	135 717	73 701		40 912	52 100	41 870	72 500	169 840	60 473	121 447		2,589 736
Harricks Grace.	511 342		11 311		.175		35 926	.075	2,920	6,906	68 687	10 341	17 940		11 013	61 740	17 584	9 912	7 245	224 271		511 342
Abersden.	433 017		2 07			.250	0 036		1,505	.050	10 682	.025	4 050	341 139		.238	10 385	.214	11 163	4,897 771		433 017
Perrymanville.	77 604		.300				5 459		0 690		4 650	3 970	4 095	8 004	.400		.025	.750	.785	868 020		77 604
Edgewood.	10 273				2 500		.050			.150	.323			3,150	1,551	.150			4 318	2,116 377		10 273
Magnolia.	35 654		1,700				15 037	.100		.150	1,150	7,100	1,507 473	5 500	3 840	6 300	11 600		1,050	912 425		35 654
Stearns's Run.	32 225		935				64 025	9 000	58 530	10 013	51 200	155 500		16 700	24 000	26 000	10 040	2 500		168 649		32 225
Baltimore.	7,635 364		120 105	.285	145 035	.200	2,542 171	150 770	85 860	685 734	600 107	639 144	977 059	669 371	1,094 403	929 022	1,905 610	2,213 150	2,592 634			7,635 364
Marys Hook.	1,750 000																					1,750 000
Total.	31,819 149		1,244 294	1,041 371	579 890	400 097	8,453 447	627 252	1,198 010	4,063 618	5,247 567	3,235 721	4,041 154	1,400 602	1,254 316	1,161 820	2,034 274	2,074 743	2,455 002	18,913 645	31,866 656	126,773 944

Note.—Principal Freight is included in that forwarded from and received at Perryville.

statement showing the number of Tons of Freight carried Northwardly and Southwardly, from each Station on the line of the Philadelphia, Wilmington, and Baltimore Rail Road, during the year ending November 30th, 1858, with a reduction of the same to tons carried one mile.

STATIONS.	LOCAL FREIGHT.					
	TONS CARRIED.			TONS CARRIED ONE MILE.		
	Northwardly.	Southwardly.	Total.	Northwardly.	Southwardly.	Total.
	Tons. Dec.	Tons. Dec.	Tons. Dec.	Tons. Dec.	Tons. Dec.	Tons. Dec.
Philadelphia,		22,183.605	22,183.605		1,129,030.784	1,129,030.784
Gray's Ferry,	7,482.240		7,482.240	14,964.480		14,964.480
West Chester,	417.560	212.880	630.440	6,263.400	11,984.811	18,248.211
Marlow's,	107.682	1.088	108.770	177.573	14.292	191.865
Marcus Hook,	587.323	13.931	601.254	10,528.314	904.970	11,433.284
Lafayette,	607.225	113.175	720.400	11,510.750	1,764.450	13,275.200
Wilmington,	2,759.377	4,408.625	7,168.002	63,751.722	166,479.614	230,231.336
Newport,	305.153	276.787	581.940	9,595.361	17,263.656	26,799.017
Laurelton,	555.544	24.116	579.660	14,923.729	998.474	15,922.203
Newark,	3,791.583	1,384.089	5,175.672	144,930.822	33,265.799	178,196.621
Elkton,	3,158.127	374.443	3,532.570	128,444.279	17,889.791	146,334.070
Northeast,	2,467.122	1,071.210	3,538.332	106,929.164	47,847.714	154,776.878
Perryville,	3,914.030	565.180	4,479.210	181,637.970	11,186.755	192,824.725
Avre-De-Grace,	698.103	331.504	1,029.607	36,906.553	9,278.007	46,184.560
Berdeen,	804.006	1,919.771	2,723.777	32,211.201	57,233.145	89,444.346
Berrymansville,	113.028	869.530	982.558	6,332.011	23,456.685	29,788.696
Elgewood,	28.149	2,119.695	2,147.844	1,704.280	50,860.818	52,565.098
Wagnolia,	1,685.308	914.479	2,599.787	34,623.981	16,451.172	51,075.153
Emmer's Run,	466.013	166.649	632.662	20,355.789	1,499.841	21,855.630
Baltimore,	54,015.122		54,015.122	1,320,588.926		1,320,588.926
Miscellaneous,	1,250.000	4,612.532	5,862.532	25,000.000	48,958.012	73,958.012
Total,	85,212.695	41,563.289	126,775.984	2,171,380.305	1,646,308.790	3,817,689.095
	THROUGH FREIGHT.					
Philadelphia,		12,222.513	12,222.513		1,210,028.787	1,210,028.787
Baltimore,	30,155.337		30,155.337	2,985,378.363		2,985,378.363
Total,	30,155.337	12,222.513	42,377.850	2,985,378.363	1,210,028.787	4,195,407.150
	SUMMARY.					
Local Freight,	85,212.695	41,563.289	126,775.984	2,171,380.305	1,646,308.790	3,817,689.095
Through Freight,	30,155.337	12,222.513	42,377.850	2,985,378.363	1,210,028.787	4,195,407.150
Total,	115,368.032	53,785.802	169,153.834	5,156,758.668	2,856,337.577	8,013,096.245

M.

Statement of the number of Tons of Freight carried Northwardly and Southwardly, from each Station on the line of the Delaware Rail Road, in connection with the Philadelphia, Wilmington, and Baltimore Rail Road, during the year ending November 30th, 1858, with the reduction of the same to Tons carried one mile.

STATIONS.	LOCAL FREIGHT.					
	TONS CARRIED.			TONS CARRIED ONE MILE.		
	Northwardly.	Southwardly.	Total.	Northwardly.	Southwardly.	Total.
Philadelphia,	Tons.	Dec.	Tons.	Dec.	Tons.	Dec.
Chester,	-	-	10,693.496	-	798,339.014	798,339.014
Thurlow's,	-	-	11.239	-	404.680	404.680
Marcus Hook,	-	-	.662	-	32.107	32.107
Claymont,	-	-	7.755	-	382.555	382.555
Wilmington,	-	-	-	-	-	-
New Castle,	-	-	3,331.796	-	128,797.720	128,797.720
St. Georges,	-	-	3,989.827	-	114,394.123	130,603.252
Middletown,	-	-	49.825	-	1,579.425	22.338.481
Townsend,	-	-	53.935	-	1,605.625	201,749.785
Smyrna,	-	-	5.535	-	189.680	76,699.516
Leipsic,	-	-	69.045	-	1,615.385	83,846.386
Dover,	-	-	8.350	-	171.250	174.050
Camden,	-	-	131.439	-	2,240.776	148,140.047
Cauterbury,	-	-	8.411	-	168.133	31,050.687
Felton,	-	-	.075	-	1,500	17,796.514
Millford Junction,	-	-	5.270	-	97.679	178,457.542
Farmington,	-	-	23.788	-	128,330.720	128,524.330
St. Johnstown,	-	-	17.050	-	121.850	109,475.204
Bridgeville,	-	-	489.981	-	37,599.780	37,599.780
Seaford,	-	-	486.919	-	3,895.352	198,063.493
Miscellaneous,	-	-	102.591	-	1,533.339	152,899.633
Total,	23,875.749	19,004.008	42,879.757	1,391,144.312	1,055,763.803	2,446,908.115

L.

Statement of the number of Tons of Freight carried in each direction between each of the several Stations, and the total number of Tons in and from each Station on the line of the Delaware Rail Road, in connection with the Philadelphia, Wilmington, and Baltimore Rail Road, during the year ending November 30th, 1858.

STATIONS.	TO Philadelphia,	Chesler,	Thurlow,	Marcus Hook,	Claymont,	Wilmington,	New Castle,	St. George's,	Middletown,	Townsend,	Smyrna,	Leipsic,	Dover,	Camden,	Casterbury,	Felton,	Milford Junction,	Farmington,	St. Johnstown,	Bridgeton,	Saunder,	TOTAL.
Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.	Yr. Dec.
Philadelphia,							143,925	375,425	2,004,316	570,532	598,676		1,021,602	180,659	114,300	1,117,073	1,841,151	509,202	137,216	807,927	270,088	10,693,490
Chesler,							310	6,150	300		3,715		1,350			300				153	850	11,230
Thurlow,											602											602
Marcus Hook,								100	1,400	1,050	1,009		2,450	1,005						1,250		7,785
Claymont,																						
Wilmington,							212,620	127,518	827,655	280,284	180,960		858,014	154,470	21,000	2,322	78,494	47,318	10,478	70,040	169,972	2,231,790
New Castle,	314,129	25,030		0,270		655,692		897,329	1,078,405	463,570	170,725		715,945	78,130		174,000	73,229	250	9,000	242,900	80,178	4,991,788
St. George's,	295,470	11,141		9,000		153,418	426,757		7,200	3,800	1,078		0,825	0,650		18,075	5,875		625			945,611
Middletown,	3,351,940	21,410	3,350			475,604	829,070	4,060		825	4,255		18,508	5,665	5,515	4,750	9,000			2,030	11,400	4,679,944
Townsend,	455,757	16,000				518,177	523,797	26,800	40,855		545		1,200	1,050	1,500		1,523		1,565	150	1,002,921	
Smyrna,	001,920	41,843	250	100	760	254,020	247,382	7,562	20,015	13,807		22,075	2,250	18,250	15,600	3,870	300		350	3,850	1,610,350	
Leipsic,		650										750				7,500	100					8,400
Dover,	992,000	1,100				1,151,132	440,130	8,470	81,538	5,450	12,001			0,000		402	34,567	34,778	728	16,200	1,650	2,023,260
Camden,	325,984	675		1,065		188,464	20,343	2,650	4,100	0,303		300			628	679	774				8,935	365,773
Casterbury,	123,010					28,603	41,484		111,275	325	1,025			1,028							873	306,091
Felton,	1,738,297	762				284,602	184,374	338	102,600	2,563	3,730		0,020	3,825			1,400	1,013	500	415	2,832	2,378,760
Milford Junction,	796,985		1,935			210,041	623,320	3,225	18,723	975	1,097		71,580	30,425	102	312		16,350	650	450	6,098	1,811,604
Farmington,	787,257	18,175				430,375	101,775			108	15,175		10,109	100		175	18,100	8,000	9,000	65		1,381,459
St. Johnstown,	135,234					332,280	45,000		0,000				7,628			1,010	790					483,541
Bridgeton,	1,227,028					224,003	407,778	20,120	100,893		288,775		3,100	7,400	200	370	400	132,250	1,050		486,310	2,398,278
Saunder,	507,401	5,252	350			716,177	239,430	912	112,527	8,375	70,284		118,033	18,685	507	27,589	23,045	8,395	3,513	53,461		1,919,623
Milford Junction,							96,471				12,320			1,600								169,501
Total,	12,784,360	141,838	5,845	15,393	300	8,505,944	4,054,070	1,170,875	4,587,478	1,546,624	1,388,350		3,768,090	797,777	150,328	1,977,658	1,200,230	853,853	173,574	1,049,668	1,151,229	42,478,775

Statement showing some of the principal Articles transported over the Philadelphia, Wilmington and Baltimore and Delaware Rail Roads, during the year ending November 30th, 1858.

STATIONS Received at	FLOUR. Barrels.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	POTATOES AND other Vegetables. Bushels.	PEACHES. Barrels.	PEARS, APPLES AND DAMSONS. Barrels.	BERRIES. Barrels.	EGGS. Barrels.	POULTRY. Pounds.	FRESH FISH. Pounds.	MILK. Gallons.	OYSTERS. Bushels.	PIG & LUNCOM. Feet.	IRON. Feet.	IRON ORE. Tons.	COAL. Tons.	GUANO & other FERTILIZERS. Tons.	LIME. Bushels.	LUMBER. Feet.	SHIP TINDER. Tons.	WOOD. Cords.	COTTON. Bales.	PAPER STOCK. Tons.	BRICK. Number.	HOOP POLES STAVES AND SPOKES. Tons.	FENCE RAILS AND POSTS. Tons.	HORN CATTLE. Number.	HORSES. Number.	SHEEP. Number.	SWINE. Number.				
Philadelphia	2,000	84,230	107,579	190,251	8,101	52,971	8,534	18,484	5,000	121,051	130,669	618,854	4,499	773						141,161		263	191					6,524	14	7,754	8,717				
Camden	315	2,559	3,000	6,114	95		21		2	400	1,870		110	39			67		7,025	126			5	310					12	1	79				
Delaware	1		241	40					8		356		12				21		1,225	105,500											2	1			
Marion Hook	512	188		10	90												170	0					6									24			
Cumtongue	49	100	251	321	40												201	69																	
Wilmington	1,679	15,761	17,130	4,846	1,527	1,017	418	121	50	4,016	24,436		10,811	56			1,055	116	34,700	410,891		410	600												
Smyrna																	201	69																	
St. Georges					30												227	5																	
Newark					4												1,105	581	12,625	1,541,259															
Elkton																	1,152	200	24,200	56,521															
North East																	855	101	7,025	2,211															
Principles																	2,560																		
Port Jervis					12													77	450	3,629															
Erre-de Grace	31			49													101	67	650	29,443															
Chesler																	58	3	422	6,556	15,022														
Frymounville																	89	51	7,945	18,612															
Edgewood																	56	240	2,171	41,910															
Magalloway					730												82	228	5,073	319,721															
Sumner's Hill					408													109	2,240	165,674															
Baltimore	16,375	14,552	22,101	29,448	11,325												152	109	2,240	165,674															
St. Charles	147	1,131	105,720	5,840															200	3,629															
St. Georges	29																	26	225	52,915															
Middleton	185	10	50															5	26,410	26,612															
Towson	15																	27	55,275	142,223															
Regoon	41	391																3	18,568	311,965															
Laurel																		26	7,225	42,125															
Doon																			425																
Cash & Co.	217	699	416	705														103	33,975	123,557															
Cash & Co.	9	172																23	6,725	24,007															
Falton	5	6																15	2,925	6,172															
Ward Junction	30	15																27	27,725	129,631															
Farmington	56																	28	18,175	37,737															
St. Johnstown	46																	15	11,300	35,803															
Bridgeton	22	1,231	236	7,307														14	1,454	89,049															
Frederick	165																	20	14,575	4,177															
Massachusetts	159	902	1,465																4,450	15,501															
Total	16,141	155,775	257,197	255,561	25,004	51,998	8,973	10,009	5,878	104,701	160,075	610,854	27,295	3,218	13,911	6,217	2,776	374,045	3,800,941	1,051	3,272	3,855	1,620	527,160	417	93	6,750	202	8,610	10,619	10,619				

The Statement of Lime received at St. Georges, includes 16,375 Bushels delivered at different points on the New Castle & Frenchtown Rail Road, leaving only 10,685 Bushels actually forwarded to St. Georges for the year. At all irregular Stations or Sidings where there are no Agents, the amount of Lime forwarded to such points is in all cases included in the amount of the next distant Station.



P.

Statement of the number of Miles run by each Engine, on the Philadelphia, Wilmington & Baltimore Rail Road, Total Cost, and Cost per Mile to keep them in Repair, and for Renewals the Total Cost of Oil, Waste, &c., used upon each Engine, and the Cost of the same per 100 Miles run during the year ending November 30, 1858.

NAMES OF ENGINES.	MILES RUN.				REPAIRS.				OIL, WASTE, &c.	
	With Passenger Trains.	With Freight Trains.	With all other Trains.	TOTAL.	Expense for Material.	Expense for Labor.	TOTAL.	Expense per Mile run.	Cost of Oil, Waste, &c. used.	Cost per 100 Miles run.
America.....	27,522	473		27,995	\$ 277 04	\$ 851 30	\$ 1,128 34	\$.040	\$ 135 30	\$ 48
Baltimore.....		19,375	1,117	13,792	173 45	315 39	488 84	.035	148 64	1 08
Brandywine.....			9,617	9,617	102 12	241 73	343 85	.036	46 17	48
Brantz.....			8,850	8,850	25 15	51 68	76 83	.009	84 46	95
Christiana.....	15,216		659	15,875	127 46	440 50	567 96	.036	73 03	46
Cincinnati.....	27,092			27,092	261 65	755 52	1,017 17	.037	263 88	97
Constitution.....	17,536			17,741	349 26	1,091 42	1,440 68	.081	87 56	49
Empire.....	73	205	640	10,637	236 27	541 79	778 06	.072	96 96	91
Gun Powder.....		9,924	640	10,507		191 66	304 87	.029	91 66	87
Goliath.....		22,005		22,005	578 27	929 35	1,517 62	.069	166 10	75
Magnolia.....		18,870	13	18,883	424 18	647 25	1,071 43	.057	210 66	1 11
Maryland.....	4,062	3,260	1,039	8,361	166 41	559 62	726 03	.087	99 49	1 19
Meigs.....		17,939		17,939	451 99	798 54	1,250 53	.070	131 42	69
Missouri.....	2,678			4,934	17 43	105 84	123 27	.025	37 82	76
G. W. Morris, Jr.....	8,769	6,016	1,902	14,725	351 42	705 73	1,057 15	.072	93 41	63
Orion.....			9,478	9,478		184 38	279 46	.029	60 37	63
Pennsylvania.....	25,318		143	25,461	535 20	660 13	1,195 33	.043	190 07	74
Wm. Penn.....	17,031	7,004	600	21,635	193 36	536 01	729 37	.030	130 42	53
Rough and Ready.....			134	134	35	16 66	17 01	.127	2 40	1 79
Samson.....		22,882		22,882	526 41	717 86	1,244 27	.054	158 82	69
United States.....	205	742		947	96 14	99 72	195 87	.206	8 46	89
Virginia.....	16,010	507	1,066	17,583	412 24	569 23	981 47	.056	150 29	85
Wilmington.....	6,317	952	43	7,312	197 08	245 68	442 76	.060	47 55	61
Paul Webster.....	32,786			32,786	880 98	881 55	1,762 53	.054	200 91	61
Henry Clay.....	18,469			18,469	99 32	324 27	423 59	.023	120 40	65
	219,054	123,508	46,108	388,670	\$6,688 47	\$12,382 12	\$19,070 59	\$.049	\$2,836 26	4 72

S.

*Statement of Cars belonging to the Philadelphia, Wilmington and Baltimore
Rail Road Company, November 30th, 1858.*

DESCRIPTION OF CARS.	No.	REMARKS.
PASSENGER DEPARTMENT.		
Eight-wheel Passenger Cars, First Class,..	57	
“ “ “ Second “	3	
“ Baggage Cars,.....	16	2 of which are new. 1 changed from Baggage to Express. }
“ Express Cars,.....	4	
“ Paymaster Car,.....	1	
Total,.....	81	
FREIGHT DEPARTMENT.		
Eight-wheel House Cars,.....	212	6 of which are new.
“ Platform Cars,.....	86	
“ Dump Cars,.....	70	
“ Stock Cars,.....	28	
“ Lumber Trucks,.....	8	
“ Gondola,.....	1	
Total,.....	405	
ROAD DEPARTMENT.		
Four-wheel Road Cars,	33	2 of which are new.
“ Hand Cars,.....	28	
Total,.....	61	
RECAPITULATION.		
Passenger Department,.....	81	
Freight “	405	
Road “	61	
Total,.....	547	

There has been broken up during the year, four eight-wheel Passenger Cars, one eight-wheel Gondola, and seven eight-wheel Platform Cars.